



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
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October 6, 2000

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Mr. Jeff Morales, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
for Garland Hagen, Transportation Programming Program

Dear Mr. Morales:

SUBJECT: FEDERAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

We have completed our review of the State of California's 2000/01-2002/03 Federal Statewide Transportation Improvement Program (FSTIP) that was submitted by the California Department of Transportation (Caltrans) for review and approval under the provisions of 23 U.S.C. 135, as modified by section 1204 of the Transportation Equity Act for the 21st Century (TEA-21). Under the provisions of 23 CFR 450.220(a), the FSTIP must be submitted at least every two years for joint approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). California's 2000/01 - 2002/03 FSTIP replaces the State's previous FSTIP for the 1998/99 - 2000/01 triennial period, that was approved by FHWA and FTA on October 5, 1998.

The Federal Highway Administration and the Federal Transit Administration, based on the Caltrans and metropolitan planning organizations (MPOs) self-certifications of their statewide and MPO planning process, review of self-certification supporting documentation, federal certification of planning processes in designated transportation management areas (TMAs) in California, and our involvement in the State and metropolitan transportation planning processes, hereby find that the 2000/01-2002/03 FSTIP is based on transportation planning processes that substantially meet the requirements of 23 U.S.C. Sections 134 and 135 and 49 U.S.C. Sections 5303-5305.

Based on our review and finding that the 2000/01-2002/03 FSTIP substantially meets the statewide planning requirements of 23 U.S.C. 135 and the statewide and metropolitan planning regulations of 23 CFR 450, we are jointly approving the FSTIP subject to the following corrective actions being taken with respect to the statewide planning and programming process:

1. Pursuant to 23 CFR 450.212(f), the State, and any other agencies/organizations which are responsible for satisfying the statewide transportation planning requirements, must publish and adopt procedures for public involvement throughout the statewide transportation planning and programming process including development of the state transportation plan. The required public involvement procedures will be published and adopted by the State, and any other agencies/organizations which are responsible for satisfying the statewide transportation planning and programming requirements, prior to initiating steps in the planning process leading to the 2002 State Transportation Plan and 2002/03 - 2004/05 FTIPs and FSTIP.
2. Pursuant to 23 CFR 450.212(a)(7), the State, and any other agencies/organizations which are responsible for satisfying the statewide transportation planning requirements, must review and evaluate its public involvement process for effectiveness in assuring that the process provides full and open access to all. The state, and any other agencies/organizations which are responsible for satisfying the statewide transportation planning and programming requirements, will complete this evaluation prior to publishing procedures for public involvement throughout the statewide planning and programming process, including, the development of the state transportation plan pursuant to 23 CFR 450.212(f).
3. Pursuant to 23 CFR 450.212(a)(6), the State, and any other agencies/organizations which are responsible for satisfying the statewide transportation planning requirements, must make a concerted effort to involve the public, especially those traditionally under-served by existing transportation, in a process developed for ensuring, demonstrating, and substantiating compliance with Title VI and the February 11, 1994, Executive Order on Environmental Justice in Minority Populations and Low Income Populations. This includes the development of procedures for the collection and analysis of statistical data of participants in, and beneficiaries of State transportation programs; establishment of procedures to identify and eliminate discrimination; and identification and implementation of affirmative measures to ensure nondiscrimination. The State, and any other agencies/organizations which are responsible for satisfying the statewide transportation planning and programming requirements, will accomplish this task throughout their integrated transportation planning processes including the public involvement process for the statewide transportation plan pursuant to 23 CFR 450.214(c)(3) and the federal statewide transportation improvement program pursuant to 23 CFR 450.450.216(a).

As approved by the FHWA and FTA, California's 2000/01 - 2002/03 FSTIP incorporates either directly or by reference:

1. Those transportation projects, or identified phases of transportation projects, in the non-Metropolitan Planning Organization (non-MPO) portions of California that are either proposed for funding under the Federal Transit Act and/or title 23 U.S.C., or are regionally significant and require an action by FHWA or FTA.

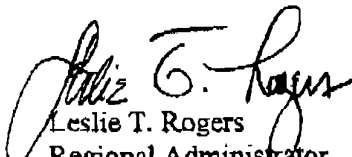
2. Those transportation projects, or identified phases of transportation projects, in the MPO portions of California, with the exception of proposed projects in the Tahoe Metropolitan Planning Organization (TMPO) planning region pending the necessary program approval by the Governor of Nevada, that are included in a conforming 2000/01 - 2002/03 MPO Federal Transportation Improvement Program (FTIP) and are either proposed for funding under the Federal Transit Act and/or title 23 U.S.C., or are regionally significant and require action by FHWA or FTA.

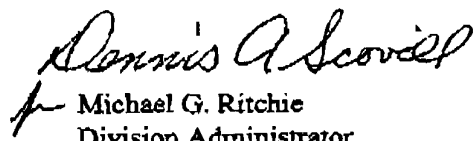
We want to commend Caltrans and the MPOs on their efforts to implement the California Transportation Improvement Program System (CTIPS). We fully support the CTIPS implementation effort and believe it will enhance the planning and programming process, streamline future FSTIP development efforts, and provide new opportunities and flexibility to the State and regional planning agencies in developing and disseminating program information to the public. We note, however, that there are some discrepancies between the CTIPS generated financial data and the hard copy financial data submitted with the FSTIP. As with most new data systems, some additional refinements appear appropriate to reconcile the CTIPS financial data with the FSTIP financial data provided by Caltrans. We are approving the 2000/01-2002/03 FSTIP with the understanding that Caltrans is committed to resolving any CTIPS issues and will work with each MPO to ensure that CTIPS reflects complete and accurate information. We encourage the continued cooperation of Caltrans and the MPOs to make CTIPS a success.

Our review of California's recent Congestion Mitigation and Air Quality Improvement Program (CMAQ) annual reports have raised questions and issues concerning the eligibility and benefits of a number of projects that were implemented with CMAQ funds. The primary purpose of the CMAQ program is to fund transportation projects and programs in nonattainment and maintenance areas which reduce transportation-related emissions. In order to enhance the implementation of the CMAQ Program, assure funding eligibility, and improve the annual CMAQ report, we would like to discuss various options with Caltrans for capturing emissions reductions data that best meets our needs, your needs, and the needs of the MPOs and local agencies.

While this letter constitutes approval for inclusion of conforming MPO federal transportation improvement programs (FTIPs) into the statewide program, it is done with the understanding that FTA funding approval on individual projects included in the FSTIP are subject to the grantees meeting all necessary FTA administrative requirements.

Sincerely,


Leslie T. Rogers
Regional Administrator
Federal Transit Administration


Michael G. Ritchie
Division Administrator
Federal Highway Administration